

maills.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KODAT and SAND IKAN	"BORNEO" Capt. F. Samhill	THURSDAY, 26th May, 6 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Leuz	About MONDAY, 30th May.
MAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" F. Prosch	WEDNESDAY, 1st June, Noon.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. J. Randemann	About WEDNESDAY, 1st June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leuz	SATURDAY, 18th June, Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	6th June, P.M.
MARSHALL IS. VIA PORTS	TOURANE	Lancelotti	7th June, A.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	27th June, P.M.
MARSHALL IS. VIA PORTS	YARRA	Ristorcelli	27th June, A.M.

Transitment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Aden; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 30 hours' railway from Marseilles to London.

Inter-passenger rates passengers of their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 25th May, 1910.

Intimations.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and (if they are wrong) will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, GILBERT, SHANGHAI,
John Street, Bedford Row, W.C. 1, 60, Bentinck Street, 66, Nanjing Road.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and physiology, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful improvidence, or other influences incidental to the wear and tear and haste of modern life. Sleeplessness, trembling, palpitation, nervous depression, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dizziness of sight, defective hearing, loss of memory, inability to perform the duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other diseases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Reading and the system generally, it gives tone to the exhausted nerves; arrests all weakening wasting discharges, invigorates, restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, and used up, and useless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it taken into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever it is, and in whatever form met with; removing all blotches, rashes, scurf, eruptions, and glandular swellings, discolourations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gonorrhoea, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, stricture, and gonorrhoea, gonorrhea, leucorrhoea, bad liver, bad kidneys, abscesses, ulcers, scabs, eczema, and all other diseases of the skin, and it gives tone to the exhausted nerves; arrests all weakening wasting discharges, invigorates, restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, and used up, and useless.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price in England, 1/6 every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons purloining.

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Agents for India:—T. AGHER AND CO., LTD., BOMBAY, SYDNEY, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK	No. 2 DOCK	No. 3 DOCK
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance...80 "	Width of Entrance...50 "	Width of Entrance...63 "
Water on Blocks.....28 "	Water on Blocks...26 "	Water on Blocks.....21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Sootts, A. I. and Watkins.

Yokohama, April 28th, 1909.

For Sale.

FOR SALE.

Steam launches, Steam lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Ladderwood steam pile driver, Living pump and dross, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Différance piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Roneo duplicator, Comptometer, Telescopes (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMBERT.

Hongkong, 3rd May, 1910.

FOR SALE

AT
GRACA & CO.
27, DES VOGES ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Packs, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamps, Catalogues for 100. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Two-cent, Magnifying Glasses, Penetration Goggles.

Novels. Books for parlour and household use. Toy Books for Children.

Prayer Books. Religious Pictures. Pendant Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited. Hongkong, 12th January, 1910.

LEE YEE
HAIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES

FOR SALE,
25, D'AGUILAR STREET,
HONGKONG
Hongkong, 3rd September, 1907.

To Let.

TO LET.

25,000 SQUARE FEET OF LAND at Kowloon (K. M. L. 5), with roofed Sea Frontage and right to build a Pier, suitable for Coal and/or Timber Storage. For particulars, apply to—
L. M. ALVARES,
49, Wyndham Street.
Hongkong, 6th May, 1910.

DARTMOUTH, No. 13, CONDUIT ROAD

A HOUSE in CLIFTON GARDENS and OFFICES, 16, DES VOGES ROAD CENTRAL.

CODOWNS, PRAYA EAST, formerly occupied by M. B. K.

OFFICES, No. 3, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-MEI-CHU ROAD A HOUSE in RIMOW TRAVEL OFFICES in YONG BUILDING, No. 10, DES VOGES ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Shamian Institute, Praya East.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VOGES ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASON'S LANE. Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 4th April, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd October, 1909.

TO LET.

NO. 3, CANTON VILLAS, Kowloon. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 14th February, 1910.

TO LET.

GODOWN, No. 14, DES VOGES ROAD. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th June, 1910.

TO LET.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th June, 1910.

MARK TWAIN.

SOME PERSONAL RECOLLECTIONS.

One dark night in the then western wilds of Canada when I was a small boy, I heard a loud shout outside our house, as if someone were calling for help. I knew, however, no help was needed; the shout was due merely to the kindly habit of some neighbour who had news to tell and thus scattered it in the wilderness. I hastened out, for news was scarce in those days, and we lived miles from a post-office.

"Hello!" I cried through the darkness. The traveller was on horseback, and the horse was anxious to get home; so the rider endeavoured to repress the animal's impatience, then replied: "Artemus Ward is dead; died in Southampton, England. Mark Twain is going to sail next week to take his place on 'Punch'."

"Who is Mark Twain?" I asked. "I don't know, but that's what the paper said. I didn't know either, but it was destined that I should afterwards see him more or less frequently both in America and Europe."

It may seem strange that "Punch" should be known and appreciated in a district so remote, but such was the case, for we were a somewhat cultured people in Canada, if I do say it myself.

The newspaper had been wrong in its prediction about Mark Twain. I don't know that he ever wrote for "Punch," and we all thought it showed a certain amount of conceit on the part of any man to imagine he could fill the place of the great Artemus, who, by the way, had been the god in the machine in bringing the young Californian writer to the notice of the critical East—that is to say, east of the Rocky Mountains. Yet I suppose few will dispute the contention that Mark Twain became a much greater man than the genial Artemus Ward.

One time in my life I lived a month in the same Swiss village as Mark Twain, and was with him every day. Here he had an ideal workshop, for two sides of it were of glass, affording a magnificent view up and across Lake Lucerne. Vines climbed up the hill outside, and reached right to the window ledges of the small study; whose wall was painted with an Alpine fresco in startling colours.

At that period Mark Twain's abundant hair, although almost pure white, still held a suggestion that it had once been brunette; and his brown moustache was but slightly touched with grey. His face was fresh looking, and not wrinkled to any extent.

He smoked a curved briar pipe, invented, I believe, in Ireland, and for which he abandoned his formerly beloved corn-cob that he had learned to smoke while in the west of America; a Missouri meerschaum, as they call it out there for its coloured rapidly, and didn't last very long. When Mark Twain first came to Europe, he always brought with him a stock of these corn-cobs. They seemed to me to provide a raw, uncouth kind of smoke.

Expressing this sentiment once to Mark, he replied: "That's because you don't know how to begin them. When you get a new corn-cob pipe, you should hire a cheap man and make him smoke it pretty continuously for three days; then pay your man, and put a new stem into the bowl. Given reasonably good tobacco, you'll find it the sweetest smoke in the world. The cheap man very often survives."

Mark, however, became so enamoured of the patent briar root pipe, which an English friend had presented to him, that he proposed he and I should form a company for its exploitation in America. I was to do the office work while he would be our travelling man, smoking continuously, and exhibiting the merits of the pipe.

Mark Twain denied that writing was real work. There was nothing easier, he declared, than sitting in a chair and writing with a pen. He regarded himself merely as an amanuensis to Providence, who suggested to his brain certain things which he wrote down. Nevertheless, he worked indefatigably, and when staying in Florence regularly woke up at two o'clock in the morning, and having started a fire with the pine cones and wood always left in readiness, he began his day's writing.

His true books, he believed, were written from impressions unconsciously absorbed during youth. Sometimes, as in the case of "Tom Sawyer," he came to a standstill when a book was but partially written. The task into which he had dived during previous years the material, now being adapted in his book, had run dry; so the work was put on one side, to be taken up years later, and completed when the task had dribbled full again.

According to Mark Twain, there were only six men in the world at any time, and there never was and never will be a seventh.

"If these six men," he averred, "live in tropical Africa, they don't wear clothes. If they live in London, they wear nice clothes. If they live in Arkansas they wear—clothes!" But they are always, and everywhere, the same six men, with never a seventh. One will be silent and morose and sullen. Another will have a genial brain, and he will make money. Another will be romantic and poetical, and so on, but when the sixth is reached, the range is exhausted, and you look in vain for the seventh. With the six men all the books are made.—Robert Barr in *Morning Leader*.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects, and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Straits, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from
BIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.

Hongkong, 7th December, 1909.

Public Companies

PEAK TRAMWAYS COMPANY, LIMITED

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, on SATURDAY, the 28th day of May, 1910, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 30th April, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd instant to 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th May, 1910.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of this Company (under its Registration) will be held at the Office of the Company, the Alexandra Buildings, on TUESDAY, the 31st instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st December, 1909.

The REGISTER OF SHARES will be CLOSED from THURSDAY, the 26th inst., to WEDNESDAY, the 31st inst., both days inclusive, during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st May, 1910.

Notice of Firm.

NOTICE.

CHINA COMMERCIAL TRADING COMPANY, Merchants and Commission Agents, have this day been established at No. 3, QUEEN'S ROAD CENTRAL, and from

Dated the 3rd May, 1910.
LO YUK KEE,
Manager.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SUEVIA," Captain Kots, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before T.O. DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO:—

Ex ss. *Tore* from Athens.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th May, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SIMLA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th May, 1910.

S.S. "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre to S.S. *Dordogne*, and from Bordeaux to S.S. *Pile d'Armes*, in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon on the 23rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 30th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st May, or they will not be recognised.

All damaged packages will be examined on 30th May, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 21st May, 1910.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1847.

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES:

	PER DOZ.
Soda Water	50 Cents
Soda Water (Bombay bottles)	60 "
Potash, Selzer & B. P. Soda	50 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

SPECIALITIES:

Stone Ginger Beer	85 Cents
Dry Ginger Ale	1 Pint 51; 2 Splits 60
Lime Fruit Cham-	
pagne	1 Pint 51; 2 Splits 60

Bottles will be charged for at the Rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO., LIMITED,
HONGKONG and KOWLOON.

Hongkong, 30th April, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$85 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for each copy).

BIRTH.

At Ferado, Combe Martin, N. Devon, on May 3, 1910, the wife of H. G. W. Woodhead, of a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 25, 1910.

DRINK IN THE TROPICS.

In our article on the above subject last Tuesday, we omitted one little word in the sentence pronounced by the doctors on "light red and white wines mixed with boiled water or soda." The little word was "not." This kind of drink, therefore, is not forbidden by Dr. Liemann, nor by the amplifier of his work, Dr. Newham. We ought, however, to note that in dealing with the question of keeping perfectly "fit" in hot climates, the only drink containing alcohol, not forbidden by these doctors are light wines, diluted. This is a very vexed question. We are inclined to agree with Dr. Liemann, whose great experience and European reputation entitle him to respect. Some doctors permit, while they do not recommend, a moderate amount of alcohol, whisky for preference. We very strongly suspect that they permit even that quantity in much the same spirit as the old Puritans, or the ancient rigorist Fathers just tolerated matrimony, as a barely permissible substitute for worse evils. Modern research is certainly a deadly enemy to that temporarily comforting, but there can be no doubt deleterious, beverage whisky and soda. We can remember when old Anglo-Indians still talked about "brandy-pawnee." Good people at home used to imagine that this was some wonderful Oriental nectar with brandy in it. Pawnee was just Indian pidgin-English for water. The word of course is derived from the Hindustani *pani*. Many jokes, good and bad, have been made about brandy pawnee and Anglo-Indians. We have not a copy of *Fanny Fair* handy, but we think the "fat civilian" Jos Sedley is linked with this exotically named but homely drink in one of Thackeray's gibes. When brandy became discredited, whisky took its place on the pick that a fellow knew what he was drinking when he took whisky, but the brandy sold out here in the East was not to be depended upon, and, besides that, whisky was cheaper. Note that brandy's fate has now befallen whisky. Just the same. "What is whisky?" is a question which has not only agitated the Law Courts, but has actually engaged the punctiliously barren labours of a Royal Commission. As far as we are concerned in these climates, however, the distinction or difference between "pot-still" and "patent-still" has no further significance in the face of the stern condemnation by the Faculty of every kind, pot or patent. Some doctors permit stout. Others are horrified at the idea of murdering one's liver with such stuff. And in truth both seem right and both seem wrong. For we know that many people say that stout does them good, and others dare not touch it. The truth, we think, really is that one cannot lay down a hard and fast rule. Proverbs, which are so often misleading when applied to particular cases, are intended to apply to these "generalizations." "One man's meat etc." Of course, in general, it must be admitted, those who can do without any form of alcohol, including most of those who think they can't, will do well to take the advice of Dr. Liemann. On one thing we cannot too much insist. We insist that this is a matter of health, not of morals. If a man does not mind perspiring more than is good for him, and appears to enjoy prickly heat, sluggish liver, gout, etc., let him drink as much as he likes; it is his skin, his liver, and his big toe, not ours that will suffer, and we have no more right to meddle with his conscience than we have with his big toe or his private correspondence.

LOCAL AND GENERAL.

SWATOW has been declared an infected port.

The eighth and ninth cases of plague this year—both Chinese—have occurred at Tung Lo Lung.

The North Borneo Trading Co. laid down no new vessels in 1909, but did current repairs to their own and the Sekong Rubber Co's vessels.

Dr. Elberts, a German scientist, who has just conducted researches in the Moluccas, reports the discovery of extensive gold reefs in Sum-bawa, an island eastward of Java.

The guillotine imported by the Court of Cassation from France has arrived in Peking and permission will soon be obtained from the Throne to use it for the execution of convicts.

The committee and members of the Craygen-gower Cricket Club will be "At Home" on Saturday, 28th inst., from 3.30 p.m. to 6 p.m. at the Club Pavilion, Happy Valley, Bowring-ton Road.

A SECTION of religious fanatics in Iowa, United States, dug caves in which to live to escape Halley's comet's tail. That such superstitious fears should exist in America is provoking press comment throughout the States.

THE transit of Halley's Comet across the sun was not visible at Tokyo. A remarkable phenomenon was the failure of wireless telegraphy in spite of the fine weather on 19th inst., and another was the increased emanation of radium.

OUR Canton correspondent writes that the Canton Self-Government Society has made a representation to the Provincial Deliberative Council urging the Council to take immediate steps to put a stop to the gambling evil engendered by the Shao Piu lottery in Canton.

CHAN Fat, Postman 99, was again brought up before Mr. J. R. Wood at the Magistracy this afternoon on a charge of opening and detaining letters. His Worship held that the offence had been committed and sentenced defendant to six months' hard labour. Mr. Gardiner appeared for the defendant.

MOUNTAINS higher than Everest are claimed to have been discovered by Dr. T. G. Longstaff during an exploration in the Eastern Karakoram, a region of high Asia. He told the members of the Royal Geographical Society that he saw a group of very lofty peaks, identified as the Teram group. He considered the chief peak was 27,610 ft. high.

FACTS and figures just made public in France show that, in 1909, the Messageries Maritimes Company carried 200,000 passengers and over seven million tons of cargo. The distances covered by the steamers exceeded a little over one million of French leagues. Such an extensive business called for a large staff ashore and a fleet, about eleven thousand in number.

The King's Message.

TO HIS PEOPLE BEYOND THE SEAS.

THE HERITAGE OF THE BRITISH EMPIRE.

The following telegrams have been received by His Excellency the Officer Administering the Government from the Secretary of State for the Colonies:—

(1)

London, 23rd May, 1910.

His Majesty the King commands me to express to Legislative Council His warm thanks for their dutiful message on the occasion of His accession to the Throne. He deeply appreciates their wishes for the prosperity of His reign.

(Sd.), CREWE.

(2)

London, 24th May, 1910.

His Majesty the King commands me to convey following message for publication:—

To my people beyond the seas:—

"The innumerable messages of kindness from my loyal subjects beyond the seas have deeply touched my heart and have assured me that I have in full measure their sympathy in the great trial which has befallen me and them, that my sorrow is their sorrow, that I share a common loss. The happiness of all his people throughout His dominions was dear to the heart of my beloved father. For them he lived and worked, in their service he died, and I cannot doubt that they will hold his name in grateful remembrance. I am now called to follow in his footsteps and carry on the work which prospered in his hands. As a sailor I have been brought into constant touch with the overseas dominions of the Crown, and I have personally realized the affectionate loyalty, which holds together many lands and diverse people in one glorious fellowship. Nine years ago I travelled through the Empire accompanied by my dear wife, and had the late King lived, we should together at his expressed wish have visited South Africa in the coming Autumn, to open the first parliament of the South African Union, the latest and greatest evidence of that peace and harmony which my father ever loved to promote. It will be my earnest endeavour to uphold Constitutional Government and to safeguard in all their fullness the liberties, which are enjoyed throughout my dominions; and under the good guidance of the Ruler of all Men, I will maintain on the foundation of freedom, justice and peace the great heritage of the United British Empire."

(Sd.), CREWE.

(3)

London, 24th May, 1910.

His Majesty's birthday will not be celebrated this year in any part of the Empire.

(Sd.), CREWE.

OBSERVANCES IN JAPAN.

Tokio, May 20.

"Holy Communion" at St. Andrew's Church this morning preceded a memorial service at Trinity Church, Tokio. The Crown Prince and Princess represented Their Majesties the Emperor and Empress of Japan, Princes and Princesses of Japan, the Gaikwan of Baroda, the Elder Statesman, Cabinet Ministers, members of the Diplomatic Corps, high officials and officers (the latter including representatives of nine grades in the Army and Navy respectively), members of the British community and others formed a congregation numbering 350.

One battalion of the Imperial Body Guards (Infantry) under the regimental commander, one section of bluejackets from H.M.S. *Bedford* and from H.M.L.S. *Yakumo* respectively, formed Guards of Honour, while a battery field artillery fired 101 minute guns.

The men-of-war *Bedford* and *Yakumo* at Yokohama and the *Flora* and *Okimochima* at Chemulpo fired sixty-eight minute guns. The Japanese men-of-war at home and abroad flew their flags at half-mast.

H.M.S. *Bedford* and the *Yakumo* assisted in a memorial service at Yokohama. Similar services were held at Kobe, Nagasaki and Hakodate.

SERVICE AT PEKING.

Peking, May 20.

A service of a most solemn character was held to-day and was attended by numerous Chinese Princes and high officials, members of the various Legations, Missionaries and the British community.

THE LYING-IN-STATE.

London, May 20.

The Lying-in-State has finished. Altogether 400,000 people passed the bier.

WARATHS AND CROSSES.

London, May 20.

King George V has sent a cross of white orchids and many wreaths of white may be seen placed on the coffin to-day.

POLICE PRECAUTIONS.

London, May 20.

The most rigorous precautions are being taken by the police in view of the gathering of Sovereigns.

The troops all along the route will stand literally shoulder to shoulder.—N. O. D. News.

MEMORIAL EXERCISES IN SHANGHAI.

21st May.

Public life in Shanghai came to a pause yesterday out of respect for the funeral of His Majesty King Edward VII., which was then taking place in England. The day was set apart as a special mourning day throughout the British Empire, and although Shanghai is not included within the Dominions beyond the Seas yet the day was honoured just as sincerely by our cosmopolitan community as by the most loyal of King's subjects. Here we are of all nationalities. True, British interests predominate—but nonetheless the sympathy shown by our varied population was a sure indication that King Edward's noble qualities were recognised and honoured by all. Early in the morning a throng of Chinese and Europeans gathered on the foreshore and watched the sailors and marines from the British men-of-war in port assemble there. There were the detachments from the *Minotaur* and from the *Albatross*, and numerous naval officers, all in full dress, lined up on the foreshore while a large crowd of civilians also gathered in the same place. For several hours—up to eleven o'clock perhaps—the civilians moved about in an indecent mass, but as the sailors and marines moved off towards the British Consulate grounds they ranged themselves in orderly file along the Bund, so that when the Indian Police, led by Captain Barrett and Mr. Springfield, came along to take up their position they found a most orderly crowd awaiting them. All about the town there were evidences of the respect which foreigners wished to pay to the memory of England's King. The flags of all the European countries represented in the Settlement were flown at half-mast, and Oriental countries were by no means lacking in this same mark of sympathy and respect. From innumerable business houses and official residences the Chinese flag drooped at half-mast, the ensign of Japan also was displayed in a similar position. Indeed, it was apparent to the most casual observer that all nations whose interests are in any way connected with the Settlement had combined to pay that last token of respect to him who has justly earned the title of "Edward the Peacemaker." Not only about the business portions of the Settlement was it that flags were flown at half-mast, but in the outlying districts the same thing applied, particularly in Hongkong, where so many of our Japanese citizens reside. Here the "Rising Sun" of Japan was to be seen on all sides, in each case fluttering from half-mast. The sympathy with Great Britain in her great loss was universal—which proved how largely King Edward had loomed in the minds of all nations when the general movements of the world came in for consideration. On all sides were marks of sympathy; in the French Settlement no less than in the International. Indeed, our French friends and neighbours came forward nobly and joined in the general mourning, just as though the exalted ruler who had passed away had held sway over all France.

From the British Consulate to the gate of the Cathedral compound were soon gathered a throng numbering thousands. On either side of the Bund they lined the footpaths until the latter were wholly impassable, and at the entrance to the Consulate the crowd surged and pushed with ill-concealed eagerness to see the procession which was to go to mourn the King. Along the road were policemen armed with carbines and while these were able to keep the crowd free for traffic the immense concourse of people threatened every moment to block the thoroughfare close to the Garden Bridge. Lt.-Col. Bruce, Mr. K. J. McEwen, Captain Barrett, and Mr. M. O. Springfield, all of whom were mounted, patrolled the Bund directing the efforts of the rank-and-file, and thanks to their admirable arrangement perfect order was maintained on foot. The sailors and marines remained inside the Consulate compound until eleven o'clock when the order was given to fall in, and as they did so they presented a rare spectacle, stretching in a double line from corner to corner of the grounds, the guards with rifles at the south end, then the marines with their bright red and blue uniforms, and then the remaining bluejackets. As the half hour approached the Light Horse under Lieutenant Drakeford and Mounted Section of "A" Co., under Lieut. Fearon arrived, and the procession was then formed up. In waiting outside was a guard of Sikhs under Trooper Sub-Inspector Spittewode, and as the procession started this troop took its position at the head. Following the Sikhs came the Light Horse and Mounted Section, who proceeded slowly at the walk, and between them and the sailors marched the band of H.M.S. *Minotaur*. On leaving the Consulate the musicians struck up Chopin's Funeral March, the sad notes of which sounded out shrill and clear until the Cathedral was reached. A hundred bluejackets from the *Minotaur* had been chosen as a guard of honour, and these now formed up in the procession with arms reversed. They were followed by the marines, and then came men from the Alacrity and the destroyers in port. The procession was brought up in the rear by a group of officers, conspicuous among whom was Admiral Sir Alfred Leigh Winslow, K.C.B., C.V.O., C.M.G., whose breast was adorned with many medals and decorations. Walking beside him was Sir Pelham Warren, K.C.M.G. While the officers wore crepe on their arms, each of the sailors carried a black knot.

All along the route there was intense eagerness to watch the procession. At every window were faces of interested spectators, while in the immediate vicinity of the Cathedral the window space failed to suffice and people could be seen standing on the narrow ledges of the buildings.

When the first strains of the solemn dirge from the *Minotaur*'s band broke upon the ears of the assembled multitude on the Bund—the band being in the Consulate compound—a great hush descended upon all and in many instances heads were bowed as the sailors and marines marched by. First of all

came the Mounted Police, led by Inspector Spittewode, followed by the Light Infantry of the S. V. C. Then came the Alacrity and the band playing Chopin's Funeral March. The solemn strains of music struck a responsive chord in the hearts of most present and with bowed heads blue-jackets marched by with slow and measured tread. It was an impressive sight. The officers with swords bared but reversed, and the men with arms reversed. And behind all, marching side by side, were the two highest representatives of Great Britain in Shanghai—Admiral Winslow and Sir Pelham Warren, H.B.M.'s Consul General. Behind them came a throng of citizens of all nationalities, Chinese in the majority, but they marched with all the solemnity which the occasion demanded. From the Consulate to the Cathedral compound the procession wound its way, passing between sorrowing citizens the while. At the Cathedral compound were the various units of the Volunteers; drawn up to pay a last tribute of respect, while inside the Cathedral the solemn memorial service progressed attended by a multitude which thronged the edifice to its utmost capacity outside on the lawn where the Cathedral pews had been placed a vast overflow congregation was in attendance. As they waited the booming of the minute guns commenced, and continued until the full salute had been fired off, which occupied till 2.30 a.m.—*Shanghai Times*.

AN ABSENT JUROR.

AT THE CRIMINAL SESSIONS.

When the name of Mr. W. A. H. Otto was called to serve on the jury at the Criminal Sessions this morning, the Registrar discovered that the gentleman in question was absent from the Court-room. The Court usher was sent to find the missing juror and after a few minutes the latter appeared before His Lordship.

The Deputy Registrar—Mr. Otto, your name was called this morning and you failed to appear. Will you please explain your absence?

Mr. Otto—I'm sorry, my Lord. I got up late this morning and quite forgot the Sessions. My boss is away and I'm the only person in the office.

His Lordship—You say you had forgotten?

Mr. Otto—Yes, my Lord.

His Lordship—Don't let it occur in future.

Mr. Otto—Thank you, my Lord.

CHINA BORNEO CO., LD.

VESSELS LAUNCHED LAST YEAR.

We learn from the annual report on the harbour department, Sandakan, for 1909, that the China Borneo Co. launched from their works the following:—

One sailing lighter for South Philippine owners, 350 tons carrying capacity, 110 feet long by 25 feet beam by 10 feet depth of hold.

One lighter for the Bakau Co. 45 tons carrying capacity, 50 feet long by 13 feet beam by 6 feet 3 inch depth of hold.

Two small Chinese craft of a carrying capacity of about 10 tons each, being one for the Government, and one for the Membakut Rubber Co. Ltd.

During the year the same company placed on their patent slip 25 launches and lighters for current repairs and overhaul, and also 8 steamers, viz., s.s. *Normanhurst*, *Labuan* on two occasions, *Petrol* on two occasions, *Sabah Borneo*, and the *Ayala*.

PLAGUE NEAR CANTON.

MEDICAL ASSISTANCE WANTED.

[From Our Own Correspondent.]

Canton, 4th May.

Plague is very prevalent at present in many villages in the neighbourhood of Canton. The Canton Fong Pin Hospital receives almost every day letters from these villages asking for medical assistance and medical comforts. The committee of the Fong Pin Hospital has approached the Tao-tai for the Development of Native Industries to place a Government steamer launch at the disposal of the Hospital for the conveyance of doctors to visit the plague-stricken villages every day.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General, Hongkong.

Manila, May 25, 11.45 a.m.

Cyclone or Typhoon W. of northern Luzon more than 100 miles distant moving N.E.

THE total gold export from the F. M. S. for four months of 1910 was 7,532 ozs. The duty collected was \$5,601.8.

THE shores of Sandakan Bay are dotted with flourishing coconut plantations, and the islands of Nuayan and Libarran are practically fully planted up. A steady business in coconuts is carried on with Hongkong, the export from Sandakan for last year being 1,234 pikuls valued at \$5,181 in 1908. In addition 840 pikuls of coconut oil were manufactured at the two mills in Sandakan. It is calculated that the output of nuts in the neighbourhood of Sandakan is about 120,000 per month.

THE experimental planting of Sea Island cotton, which had been pursued for some years has now been practically abandoned. It was abundantly proved that the soil and climate are admirably adapted to this cultivation, and samples sent to Hongkong and Japanese markets were favourably reported on. An estate for the cultivation of cotton (kapas) would probably prove a financial success if operations were started in one of the more populous districts, where the labour of women and children for picking would be easily obtainable.

FATAL AFFRAY AT TAIKOO DOCKS.

BOILER-MAKER CHARGED WITH MURDER.

"BREEZE" BETWEEN OPPOSING COUNSEL.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, at the Criminal Sessions this morning, Yu Chan was indicted on a charge of having willfully and with malice aforethought murdered one Su Fo, a boiler-maker, at the Taikoo Docks on the 24th March last. Mr. M. W. Slade, K.C., Acting Attorney-General, instructed by Mr. H. L. Dennis, Sr., from the Crown Solicitor's office, appeared for the Crown, and Mr. Eldon Potter, instructed by Mr. E. Davidson, was for the defendant. Prisoner entered a plea of not guilty.

The following was the jury:—Messrs. W. J. Rattey (foreman), A. K. Rahman, J. H. Smith, J. F. van Rees, T. Barnett, G. M. Dalgaty and C. H. Lyson.

Mr. Slade stated that prisoner was charged with the murder of a man named Su Fo on the 24th March last. The deceased man and prisoner were both employed in the Taikoo Docks. The jury would have no doubt in their minds after they heard the evidence that a quarrel arose in the Docks on the morning of the 24th between a gang of boiler-makers and a gang of carpenters over a block of wood for a lighter which was in the process of being built, the block having been removed. The foreman of the boiler-makers and the foreman of the carpenters in the course of the quarrel came to blows, but they were separated by one of the European employees in the Docks. Subsequently a gang of over 200 men—a mixed crowd, consisting not only of carpenters but of a number of friends also—came to attack the boiler-makers who were working on the lighter. According to the evidence, prisoner was among the gang. He was not a carpenter, but a boiler-maker, but he belonged to the Su Yuk gang, whereas the other men were *Chokkus* and *Puntis*. The attack, as far as the prosecution were able to learn, was frustrated by other people. All this took place at 9 o'clock or shortly after on the morning of the 24th March. Nothing more occurred until the men left their work at about five o'clock in the evening. Another thing of which the jury would have no doubt after they heard the evidence was that part of the gang of boiler-makers when they got out into the street were attacked by other people. The next fact of which they would have no doubt after they heard the evidence was that the deceased man met his death by a wound inflicted by a sharp-edged weapon, which was not a carpenter's weapon, the weapon being driven right into the heart of the deceased, who died in the street there and then. The question which they would have to consider carefully was whether or not prisoner was concerned in the dealing of that deadly blow. In a charge of murder, there could be quite a number of verdicts; the jury could find the prisoner guilty of murder, or they could return a verdict of manslaughter, or again they could find him not guilty if they were not satisfied. The general principle was that if a man went forth with a lethal weapon to deliberately strike a blow and if that blow resulted in the death of the person attacked, the man was guilty of murder.

Mr. Potter (interrupting)—Rather a wide way of putting it.

Mr. Slade (heavily)—I am trying to lay down the law as fairly and as clearly as I can. You will take the law, gentlemen, not from me or my friend but from my Lord.

Proceeding, Mr. Slade stated that if a man took part in a chance affray, and without premeditation picked up a weapon, and dealt another a blow without any intention of killing him, he would be guilty of manslaughter. In the present case, their duty was to consider whether or not prisoner had deliberately obtained the weapon for the purpose of the attack on the deceased and further whether it was his hand that dealt the deadly blow. One of the witnesses would say that he saw prisoner deal a back-hand blow at the back of the deceased. The prosecution could not say definitely whether that was the blow which actually penetrated to the heart but the witness in question was in a position to definitely say that he saw prisoner catch hold of the deceased and deal him a blow. Another witness would say that he heard prisoner cry out "Here they are! Strike them!"

Mr. Potter—Him.

Mr. Slade—Gentlemen, my friend says "him" was the word used after the word "strike." The proper Chinese expression for the word "strike" would be "a te," but the object can be determined by making it fit in with the circumstances.

Continuing, Mr. Slade said there were a number of people in the street and the crowd heard prisoner say the words in question. The occurrence was immediately reported to the Police and prisoner was arrested the same night.

Mr. Potter—Six hours after.

Mr. Slade—My friend has said in an audible tone that prisoner was arrested six hours after the occurrence to impress upon you prisoner's innocence—that prisoner knew nothing about it. I know my friend will make most strenuous efforts to try and have his client acquitted by interrupting the prosecution and I know he is going to attack the witnesses for the prosecution in his well-known, vigorous manner. That's what he is here for. He is here to try and have his client acquitted how he can.

Mr. Potter—Oh, oh, I'm not here to try and have prisoner acquitted how I can.

Mr. Slade (excitedly)—I don't think you ought to interrupt me. I'll deal with your interruptions as they arise.

Mr. Potter—Really, my Lord, my friend should not impute these things to me.

His Lordship—You ought to reserve your observations, Mr. Slade.

Evidence was called and the case adjourned.

HONGKONG GYMKHANA CLUB.

PROGRAMME FOR SATURDAY.

The programme with list of entries for the second meeting this season, which takes place on Saturday, first race commencing at 3.30 p.m. is as under:—

FIVE FURLONGS FLAT RACE.—For subscription griffins of any age which have not won an official race. Weight for inches as per scale. Winners at first Gymkhana this season of one race 5 lbs. of two or more 10 lbs. extra. To be ridden by jockeys who have not won 5 official races in Hongkong, Shanghai or Tientsin. Entrance fee \$5. 1st prize: Presented by Mr. John Johnston, 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Black's Spirit Level
Lieut. Col. A. Chapman's Recruit
Mr. Comer's Bulgarian Chief
Capt. Heathcote's Tomahawk
Mr. Hickman's Kerry
Mr. John Bell Irving's Blankney
Mr. Ellis Kadorie's Roumanian Chief
Mr. L. N. Leslie's Snooker
Mr. J. B. C. Neilson's Walnut Tree
Mr. O. K.'s Double Dragon
Mr. Arthur Robert's Hartwood

GYMKHANA STAKES.—Value from 100 to 200 miles. For all China ponies. Catch weights at 100 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the race for the Gymkhana. Stakes at the Gymkhana meetings during the season, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 5 lbs. to be deducted next time he starts. Such 5 lbs. to remain deducted until he wins again, when he will carry the full penalty without deduction. Penalties accumulate up to 15 lbs. Entrance fee \$5, and prize: \$15. (Half entrance fees to go to winner.)

Major Eaton and Mr. Potter's Jack Scott
Capt. Heathcote's Uranus
Mr. Johnston's Blackmore Vale
Mr. Johnston's Odds On (late Edendale)
Messrs. Lowe and Hickman's Java King
Rear Admiral H. Lyon's Llama Chief
Messrs. Moxon and Gedge's Carnation (late Giesler)

Messrs. Moxon and Gedge's Temptation (late Fig Tree)
Hon. G. Scarlett's Nankin
5 lbs. penalty.

THREE QUARTERS OF A MILE FLAT RACE.—For all China ponies. Entrance fee \$5. 1st prize: Presented by Sir H. N. Mody, 2nd prize: \$15. (Entrance fees to go to winner.)

Mr. Black's Sidler Dhu
Mr. Comer's Victoria Rose
Mr. Frederick Ellis' Triad
Capt. Heathcote's Uranus
Mr. Hickman's Kerry
Mr. John Johnston's Silvester
Mr. John Johnston's Love Wisely
Mr. Ellis Kadorie's Roumanian Chief
Rear Admiral H. Lyon's Llama Chief
Mr. H. G. Markwald's Hector
Messrs. Moxon and Gedge's Attention (late Jubilee Rose)

Mr. O. K.'s Yarlboro
Mr. Arthur Robert's Hopspur (late Sir Henry)
Hon. G. Scarlett's Malacca Chief

TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season; that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$5 each man each Gymkhana.

The Committee of the Gymkhana Club will appoint a judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any judge appointed the Committee shall appoint a substitute.

THE NAPLES.
Mr. H. J. Gedge
Mr. O. H. Ross
Mr. G. C. Moxon
Mr. J. Johnston
Mr. R. F. C. Master
Mr. A. N. Other

THE BUFFS' TEAM.
Mr. M. M. Brice
Mr. O. H. Bishop
Hon. V. G. Scarlett
Mr. E. M. Bishop
Mr. J. S. Sill
Mr. F. H. Hickman

MARKS.
Mr. Gedge's team... 39
Buff's A team... 24
R. G. A team... 35
Naval team... 20
Maggles... 28
Buff's B team... 16
Mr. Bishop's team... 16

LADIES' NOMINATION. HALF MILE FLAT RACE.—For all China ponies, subscription griffins of the season 1909-10 and all bond fide polo ponies. Catch weights Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat and drawn alternately.

POIES TO BE RIDDEN BY RIDERS WHOSE NAMES APPEAR AT THE SAME DRAWING. NO PONY TO BE SCRATCHED AFTER ENTRY EXCEPT ON ACCOUNT OF SICKNESS.

When entering for this event competitors are required to give lady nominator's name. Owners must provide a rider to correspond with each pony entered by him. The name of riders must be communicated to the honorary secretary two days before the date of Gymkhana. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

Mr. Milford M. Brice's Rickshaw Man, nominated by Mrs. Colison Mosley.
Lieut. Col. A. Chapman's Recruit, nominated by Mrs. Chapman.

Mr. J. Crookenden's Resolution, nominated by Mrs. Worthington.
Mr. Frederick Ellis' Job Trotter, nominated by Mrs. Ellis.

Major Findlay's Billy, nominated by Miss Lyon.
Mr. John Bell Irving's Blankney, nominated by Mrs. Sutherland.

Mr. John Johnston's Odds and Ends (late Treney) nominated by Mrs. Keswick.
Mr. L. N. Leslie's Snooker, nominated by Mrs. Leslie.

Rear Admiral H. Lyon's Swan, nominated by Mrs. Lyon.
Mr. J. B. C. Neilson's Walnut Tree nominated by Lady Fayer.

Mr. O. K.'s Double Dragon, nominated by Mrs. von Wier.
Mr. Arthur Robert's Hartwood, nominated by Miss Logan.

ONE AND A QUARTER MILE FLAT RACE.—For all China ponies. Entrance fee \$5. 1st prize: Presented, 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Black's Spirit Level
Mr. Comer's Bulgarian Chief
Major Eaton and Mr. Potter's Jack Scott
Mr. Frederick Ellis' Triad
Capt. Heathcote's Uranus

Mr. Johnston's Odds On (late Edendale)
Messrs. Lowe and Hickman's Java King
Rear Admiral H. Lyon's Llama Chief
Messrs. Moxon and Gedge's Carnation (late Giesler)

Messrs. Moxon and Gedge's Temptation (late Fig Tree)
The Hon. G. Scarlett's Nankin.

RUBBER SUBSTITUTES.
HOW LARGELY THEY ARE USED.
POPULAR MISAPPREHENSION.

"The ordinary 100,000 pouch contains more rubber than most rubber articles," remarked Mr. Herbert Wright, the editor of the *Indian Rubber Trade Journal*, and late controller of the Government experiment station at Cayana, to a *Pall Mall Gazette* representative. The remark came out in the course of a conversation regarding the use of rubber substitutes.

"The general public," said Mr. Wright, "seem to think that the use of substitutes in the rubber industry is a thing of the future, and they view with apprehension any new substitute that is brought on the market from time to time."

"As a matter of fact, manufactured rubber articles must necessarily contain a very large proportion of compounding ingredients—fatty substances, minerals, etc. An article made from rubber alone would be absolutely useless. We must have these substances, and at the present time they are of a very nominal value—a matter of a few pence per lb."

"For instance, the ordinary solid motor-car tyre may have only 30 per cent. of rubber in it, with 10 per cent. rubber substitutes and 60 per cent. mineral matter. In such articles as rubber flooring and rubber heels the proportion of rubber used is very small indeed."

"Here are a few instances bearing on the point:—
Koller covering: 24% (waste case) rubber
74% mineral matter.
Steam packing: 12% rubber; 62% mineral matter.
Tobacco pouch: 50% rubber—a very high percentage—50% mineral matter and 30% fatty substances.
Garden hose: 34% rubber; 16% mineral matter; 28% fatty substances.

"A large quantity of oxidised oils is used in the manufacture of rubber articles, their use being to give lightness to the rubber. These oxidised oils are white, and look like rubber, and are elastic to the touch."

"Amongst the oils employed are:—
Lined Oil. Poppy Seed Oil.
Ripe Oil. White and Brown.
Castor Oil. Substitutes.
Cotton seed Oil.

"These examples will furnish the layman with sufficient information regarding the use of substitutes, which cost only a few pence, whilst rubber is 12s. to 13s. a pound. But if it were not for these substitutes the rubber industry would be practically non-existent to-day."

"The present huge price of rubber is not in the interests of the trade, and when possible it will be replaced by some cheaper material. If only durability is required, leather can be used if only elasticity is essential, springs can be utilised. For example, you can have leather hoses instead of the ordinary rubber garden hoses, and for insulating telegraph wires paper maché may be employed."

"In waterproof goods, door-mats, etc., where elasticity is not required, various other substances can be used without impairing the efficiency of the articles. Telephone companies have contemplated using the dry coil cable system instead of rubber. Land-carrying cable telephone wires, which at one time were insulated with rubber, are now repeatedly insulated with dry paper."

"Paper maché and cellulose pulp, in fact, serves to a large extent the same purpose as rubber. Heavy cables for electric light supplies are also demanding for use in their manufacture less and less rubber and more and more paper maché."

"Just once the price of rubber comes down its electrical application will be considerably augmented."

KITCHENER AS A KING.

UNIVERSITY PROFESSOR IN THE EAST.

CHINESE UNIVERSITIES.

"I saw Prince Ito two days before he was shot. He was on Centimetre-hill at Port Arthur, going over his old plans of campaign." Professor Barracough, of the Sydney University, who has just returned from a trip through Asia, into Europe, was asked on the 20th ult. to give one or two of his impressions. This is the way he went: Up to Manila, on to Hongkong, and then Shanghai; up the Yangtze River in one of a French company's steamers, to Hankow; on again, in a once-a-week train—a marvellously up-to-date, Belgian-run, Chinese-official train—to Peking; and then right away through Siberia to London. From Shanghai to London 141 days of ultra modern luxury, at least as far as the trains are concerned.

"Kitchener was a great success up there," said the professor, "attracted as he King's personal representative, and he was treated exactly as if he had been King Edward. In China he was always among the curio shops. In Japan he moved in State with a fine equipage, and was received with royal honours. They gave him a palace to himself, and so on."

"Mr. Sutor is very well known in China and Japan. He is quite a personality in the East. He has the confidence of the Japanese in a way very few Europeans have. He was the only foreigner actually at the grave of Prince Ito—he went on from the funeral ceremony, which was held at Tokio, to the actual burial."

EASTERN NOT DEFERRED.
"The way we treat the Chinese and Japanese, or, at least, their idea of the way we look on them, is very unfortunate. Our people ought to go up there and see them. You cannot look on them as an inferior race. The development, both in China and Japan, has been so enormous, miles and miles of docks, miles of shipbuilding yards, and progress every way. Not that there are signs in China of a movement like Japan's. Not a national movement. Though there are little bits of it here and there. But their activity is always stimulated by Europeans. Still, the Chinese are capable enough. In military matters, for instance. There is no central organisation, no co-ordinating head, so that you can't say there is an army. But there are very fine separate regiments, well trained and well equipped, armed like Europeans, dressed in khaki, and looking not so different from European soldiers."

"The great thing in China is education. It is in the air. Everyone speaks of it. They have universities; not up to the foreign standard, certainly; nothing like the University of Tokio. But there they are. Some of the American universities have made arrangements so that a period of study at a Chinese university may be taken as the equivalent of the first part of the American course. And Chinese students go over from a Chinese university to an American on that arrangement."

"Saf? I felt absolutely safe in China and Corea. Corea is supposed to be particularly disturbed. But not a single soul interfered with me; not a beggar asked me for a halfpenny. The ordinary Coreans are most amiable folk. Sunday in Seoul is a sight worth going to see. Any number of churches filled with people. Yes, Christian churches. There has been a tremendous amount of missionary work over there. The American missionaries are especially prominent. You hear the bells ringing, and see the people streaming out in hundreds, all in white, and the men with their queer poke hats. In one church there were 1,200 people—all Coreans. There are a number of Corean preachers."

"The Japanese practically own Corea. They look on the place in much the same way as we look on India or Egypt. The Coreans don't like it at all. They are quite mournful about it. The Coreans don't seem a very efficient race, and I should think the Japanese occupation would have a very good effect on them, as far as the development of the country is concerned."

UP-TO-DATE RAILWAYS.
"What struck me particularly was the extraordinary ease of travel of nowadays—right through. You go from Hankow to Peking in 14 days. Some of the train attendants spoke English. One talked far better German than I could. The trains are as well fitted and appointed in every way as the very best American. There are sleeping cars between Hankow and Peking, and when I left they were to be used between Peking and Mukden in two or three months."

"The legations in Peking are fitted up like forts, with walls and loopholes running round them. The Germans have a fort and a gun mounted on the wall, facing the Imperial city! But that is only in case of some upheaval. I used to walk about Peking, not in the far-off parts of Chinese city—but all over the legation quarter, and it is safe enough, even for ladies."

"The legation quarter is very modern-looking. There are several European shops—a great German store, for instance; and a fine hotel; run by the Wagon Lit Company. But Peking itself is absolutely Chinese. It is a city of the most appalling dust and mud."

"Russian feeling about Japan? Well, the man in the street seems to be rather nervous, I don't mean that that is the official feeling, of course. But it is shown in the newspapers and so on. They seem to think the Japanese may come again."

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

May 25th, 11.00 a.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagans	7/1
Anglo-Javas	11s. 20
Anglo-Malaya	30/3
Balgownie	33/3
Batu Tigas	—
Bertams	—
Bukit Kajang	—
Bukit Rajah	—
Carey United	30/- prem.
Castlefields	130/-
Changkat Serdangs	320
Cheras	185/2
Damanaras	185/1
Eastern Internationals	40/- prem.
Fed. Selangors	—
Glenahly	33/50
Glenashole	163/6
Golconda	147/6
Golden Hopes	—
Highlands and Lowlands	145/-
Indragiri	33/5
Isch Kenpehs	—
Jequies	—
Jonglondors	—
Kamunings	10/- prem.
Kuala Lumpur	210/-
Landanons (fully paid)	121/6
Landanons (ppd.)	—
Lahus	—
Ledburys	105/-
Linggi	63/-
London Asiatics	170/-
London Ventures	8/6
Merlimas	—
Pajams	18/-
Pegohs	50/-
Rubber Trusts	62/6 prem.
Sagats	—
Sandytrofts	540
Sapongs	41/-
Seafelds	—
Seakongs	35/- prem.
Shelfords	80/-
Singapore & Johores	320
Sumatra Paras	—
Sungei Chohs	130/-
Sungei Kapats	195/-
Tandjongs	55/- prem.
Tangkahs	32/6 prem.
Teejangs	70/- prem. nom.
Ulu Runtu	—
United Serdangs	150/-
United Singapore	33/- ex rights
United Sumatras	113/-
United Langkats	—
Para Rubber	10/- per lb.

RUBBER DIVIDENDS.
The directors of the Selangor Rubber Company, Limited, have declared a final dividend of 16 1/2 per cent, making a total dividend of 28 1/2 per cent for the year to December 31.

The directors of the Consolidated Malay Rubber Estates recommend a final dividend of 60 per cent, tax free, and the placing of £2,000 to the general reserve account, carrying forward £5,418.

SHIPPING AND MAILS.

MAILS DUE.
German (*Prins Sigismund*) 23th inst.
German (*York*) 1st prox.
American (*Asia*) 7th prox.

The P. & O. S. N. Co.'s s.s. *Paona* is expected to arrive at Colombo on 1st prox., at noon.
The C. P. R. Co.'s s.s. *Empress of India* left Yokohama on 24th inst., at noon, for Vancouver and Victoria, B.C.

The N. Y. K. s.s. *Bingo Maru*, Bombay, Lie, left Moji for this port on 24th inst., and is expected here on 29th inst.
The Imperial German Mail s.s. *Prins Sigismund* left Yap on 23rd inst., at noon, and may be expected here on 30th inst.

The Silk ex O. S. K. s.s. *Stall's Maru*, which left Hongkong on 20th ult., and Yokohama on 3rd inst., arrived at New York on 23rd inst.

THE WEATHER.

On the 25th at 12.10 p.m.—The depression has risen slightly in the S. Philippines, and fallen a little over Formosa and S. China.

The depression, which does not appear to be deep at present, is situated to the N.W. of Luzon and is apparently moving Northwards.

Pressure remains low over Manchuria and high over Japan.
Strong N.E. and N. winds may be expected in the Formosa Channel and the N.E. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Events Coming.

Friday, 27th May.
Auction sale, miscellaneous goods, China Navigation Co.'s godown, Praya, 11 a.m.
Auction sale, household furniture, "Goodfellow" Goddard Road, 2.00 p.m.

Saturday, 28th May.
Auction sale, salvaged gear ex s.s. *Taihan*, Hughes and Hough, 11 a.m.
Annual meeting, Peak Tramway Co., noon.
Gymkhana meeting, Race Course.
Oralegower Cricket Club annual sports, Happy Valley.

Tuesday, 31st May.
A. S. Watson & Co., annual meeting, noon.
Watkin, Ld., annual meeting, noon.

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at Happy Valley, on SATURDAY, the 28th May, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price.
The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 25th May, 1910.

NOTICE.

IT is hereby notified, that the SUPPLY OF WATER to Haukiwan, East and West, will be TURNED ON in the Public Mains during the following hours only:
6 A.M. to 8 A.M.

W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, 25th May, 1910.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,

the 27th May, 1910, at 11 A.M., at the China Navigation Company, Ltd. Godown, Praya, West Point,
MISCELLANEOUS GOODS,
Comprising:—

PEPPER, DRY GINGER, BEETLE-NUT, WHITE LEAD POWDER, FLOUR, WHITE and BROWN SUGAR, RICE, BUTTONS, CHINESE MEDICINES, BLANKETS, YARN, UMBRELLAS, GUM, PAPER, &c.

More or less damaged by salt water: ex S.S. "KWEIYANG."

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th May, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.
THE Steamship
"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 25th May, 1910.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 27th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 25th May, 1910.

Intimations.

THE DAIRY FARM CO., LIMITED.

Choice Australian
BEEF, LAMB, MUTTON,
and RABBITS.

The "ASAHI" Brewery is situated near the "Saito" Wharf.
These Celebrated waters are used in the manufacture of our beers.

Partly guaranteed.
Note Price List:—
"ASAHI" & "SAPPORO"
Beer,
per case 4 doz. qts.
\$12.50
per case 8 doz. pils.
\$13.50
To be obtained at all Retailers.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEES, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Understand and Execute.
SHAWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1908.

A TOO STABLE.
LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong, \$1 per animal.
At Kowloon, 53 per animal.

A TOO STABLE,
Leighton Hill Road.
Hongkong, 23rd March, 1910.

JAPANESE MASSAGE.
MASSAGE MEIJI SHA,
GRADUATE OF
KOBE MESSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCE.
No. 171, WANCHAI ROAD,
GROUND FLOOR.
Hongkong, 10th January, 1910.



DR. MACKENZIE'S INVALID STOUT.

UNSURPASSED IN QUALITY AND CONDITION.
LIGHT, PALATABLE AND HIGHLY NUTRITIOUS.
BEST VALUE.

Per Case 4 doz. Quarts... \$18.50
Per Case 8 doz. Pints... 20.50
Per Case 8 doz. Splits... 14.00
To be had also per doz.

H. PRICE & CO., LTD.,
WINE MERCHANTS,
12, Queen's Road, Central.

Telephone 185.
Largest 11th May, 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, SAVING 7 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers from Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Open Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and First Class in Canadian and American Railways.

Via Canadian Atlantic Port 43 days.
Via New York 45 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
U. W. GRADDOCK, General Traffic Agent,
Corner Peddar Street and Praya (opposite Blake Place).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Ship	Steamship	On
S'GAPOR, PENANG & CALOUTTA KUMSANG	THURSDAY, 26th May, Noon.	
SHANGHAI	HANGSANG	THURSDAY, 26th May, Noon.
MANILA	LOONGSANG	FRIDAY, 27th May, 4 P.M.
TIENSIN	CHEONGSHING	WED'DAY, 1st June, 4 P.M.
MANILA	YUENSANG	FRIDAY, 3rd June, 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 10th June, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kiangang*, *Manung* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 215
Hongkong, 24th May, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA & AUSTRALIA.	"CHANGSHA"	26th May, 4 P.M.
SHANGHAI	"SHAOHING"	26th " 4 P.M.
AMOI, NINGPO, CHEFOO and NEW-CHOWANG	"PAOTING"	27th " 4 P.M.
SHANGHAI	"LINAI"	29th " Daylight.
CHEFOO & TIENSIN	"HUICHOW"	29th " Daylight.
MANILA	"TAIHING"	31st " 3 P.M.
CEBU & ILOILO	"KAIFONG"	31st " 4 P.M.
SHANGHAI	"ANHUI"	2nd June, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANTOL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SORROW STEAMERS (*Anhui*, *Chow*, *Linai*, *Chienai*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must appear before midnight on Saturday for the Sunday morning sailing. A Company's lunch is served every day at 12 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 16.
Hongkong, 25th May, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2500	A. Fraser	MANILA	SATURDAY, 28th May, at Noon.
ZAYIRO	2500	H. Rodger	"	SATURDAY, 4th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 25th May, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt.	—	WED'DAY, 30th June, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMUI v. SWATOW & AMOI.	"DAIJIN MARU" Capt. Y. Koburaki	SUNDAY, 10th May, at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOCHOW	"BUJUN MARU" Capt. Y. Futsuo	THURSDAY, 2nd June, at 8 A.M.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "NEDIN" are fitted with First class Cabin AMIDSHIP.

For information of Freight, Passages, Sellings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 25th May, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES, 1910
MARSEILLE, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TANGO MARU, Capt. A. Christensen, Tons 8,000 KAMO MARU, Capt. F. L. Sommer, Tons 9,000 AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 23rd June, at Daylight. WEDNESDAY, 6th July, at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7,000	SATURDAY, 18th June, at Noon.
VICTORIA, B.C., & SEATTLE v. KEELUNG, HANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	AWA MARU, Capt. M. Winkler, Tons 7,000 YAWATA MARU, Capt. K. Kawara, Tons 7,000	TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6,500 YAWATA MARU, Capt. T. Sekine, Tons 5,900	FRIDAY, 10th June, at Noon. FRIDAY, 5th July, at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	RINGO MARU, Capt. S. J. O. Parsons, Tons 7,000	TUESDAY, 31st May.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5,900	WEDNESDAY, 8th June, at Noon.
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KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma, Tons 7,000	MONDAY, 30th May, A.M.
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SHANGHAI, MOJI & KOBE	ITOSA MARU, Capt. Y. Nomura, Tons 6,500	THURSDAY, 26th May, P.M.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of call between calling ports in Japan.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHEAST and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUSUMOTO,
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, GUYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, OCEANIC, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain H. Powell, carrying his Majesty's mails, will be despatched from this port for BOMBAY, etc., on SATURDAY, the 26th May, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea—for London (under arrangement)—will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due to London on 10th July 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 16th May, 1910.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. E. Warner, will be despatched as above on or about 25th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 4th May, 1910.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS, AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "SUKUGA" About 31st May.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 3rd May, 1910.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on MONDAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Machinery which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th May, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Osewa	4,557	F. W. Davies	15th June
Osewa	6,332	F. S. Cowley	18th June
Kumata	6,332	J. Mathie	5th July
Aymara	4,557	J. Boyd	26th July

This steamer will NOT call at Shanghai. These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Building,
Hongkong, 2nd May, 1910.

Shipping—Steamers.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to Tawau, Lahad Datu, Labuan, Joh and Menado.

THE Steamship

"BORNEO"

Captain F. Sembill, (ready to load on Wednesday, a.m.) will leave TO-MORROW, the 26th instant, at 9 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD.

MELBOURNE & Co.,
General Agents.

Hongkong, 25th May 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR"

Capt. W. D. A. Thomas, will be despatched for the above Ports on SATURDAY, the 28th May, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round-trip \$120.

For Freight or Passage, apply to

DAVID SASSON & CO., LIMITED,
Agents.

Hongkong, 21st May, 1910.

THE AMERICAN AND ORIENTAL

LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"AFRICAN PRINCE"

will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to

ARNOLD, KARBURG & CO.,
General Agents.

Hongkong, 17th May, 1910.

Intimations

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-Alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 150 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.

Hongkong, 11th December, 1909.

F. BLACKHEAD & Co.,
SHIPHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GAUKUP FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SOFA MANUFACTURERS

SOLE AGENTS FOR

RUBBER STATE RETURNS.

	Mar.	April	Total
Allagar	2,050	2,400	8,300
Alor Pongu	1,150	1,150	1,150
Alma	600	600	600
Anglo Malay	53,167	48,839	201,030
Ayer Molek	1,344	1,344	1,344
Ayer Kuning	200	200	200
Balgonis	9,038	8,673	33,994
Batu Tiga	1,451	1,351	5,410
Batu Caves	13,611	13,611	29,835
Batu Tiga	6,300	6,123	23,880
Berlim	9,888	10,000	41,288
Bukit Kajang	2,603	3,151	8,937
Bukit Rajah	41,687	41,687	115,373
Bukit Lintang	2,850	3,000	10,350
Bikam	6,031	6,031	10,350
Carey United	8,000	8,000	19,550
Cintfield	2,800	2,700	11,012
Quatkat Serdaag	3,787	3,003	9,990
Cicely	9,633	9,633	28,181
Consolidated Malay	24,111	24,111	61,183
Caledonia	16,000	16,000	50,660
Jamansara	20,854	20,854	50,660
Edinburgh	5,800	5,800	14,500
Federated (S'g'or)	4,471	4,471	10,266
F.M.S. Rubber	24,450	24,450	48,819
Gedong	11,500	11,500	24,000
Glensay	1,663	1,663	5,063
Glunthial	2,172	2,172	8,110
Golden Hope	6,101	6,101	19,083
Goldenda	12,318	12,318	33,737
Hangpandan	5,100	5,100	11,645
High & Lowlands	47,273	42,265	173,458
Joh-Kenau	13,182	13,182	37,461
Jugra	7,170	7,170	17,170
Kapar Para	9,872	9,872	16,343
Kamuning	6,232	6,232	14,514
Kemping	3,204	3,204	9,195
Kemping	2,970	2,970	7,784
Kuala Klang	1,642	1,642	5,773
Krian Rub. Est.	2,091	2,091	5,773
Kuala Lumpur	4,000	38,600	172,910
Labu	16,112	14,240	53,039
London	27,717	28,848	106,740
Lubary	8,152	8,152	23,854
Linggi	63,500	60,000	239,500
London Asiatic	9,851	9,851	35,892
Malacca Plant	27,000	27,000	81,000
Meiton	1,783	1,783	5,000
North Hummock	5,007	5,007	16,050
Noya Scot	6,000	6,000	16,050
Pajam	2,000	2,300	6,650
Pasaling	3,367	28,144	97,244
Pegoh	3,124	3,124	11,285
Perak Plant	8,850	8,850	28,212
Port Dickson	611	611	1,676
Riba Rubbertree	4,596	4,596	13,710
Rubana	11,000	11,000	33,420
Sengat	5,569	5,569	20,020
Selaba	4,423	5,025	14,948
Sungai Choh	3,150	3,150	12,850
Sungai Kapar	10,000	10,000	33,000
Sandycroft	7,280	5,000	27,666
Seaford	11,417	11,417	28,637
Selangor	33,478	33,478	66,781
Seremban	37,149	11,445	108,182
Seremban	5,220	4,465	13,004
Shelford	6,000	6,000	17,700
S'pore & Johore	8,176	8,156	30,905
Singapore Para	4,700	5,300	18,870
Sungai Sak	1,895	1,895	4,771
Tall Ayer	11,500	11,500	31,500
Tanjong	270	270	270
United Singapore	1,084	1,084	3,460
Vallambrosa	270,000	270,000	1,000,000

[From the end of February until March are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Singapore Free Press.*]

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Bullion.	
London—Bank T.T.	109 7/16
Do. demand	109 1/16
Do. 4 months' sight	109 1/16
France—Bank T.T.	226
Germany—Bank T.T.	109 1/16
India T.T.	134 1/2
Do. demand	134 1/2
Shanghai—Bank T.T.	7 1/2
Singapore—Bank T.T.	7 1/2
Japan—Bank T.T.	7 1/2
Java—Bank T.T.	109 1/16

Shipping.	
Arrivals.	
Tamam Maru, Jap. s.s., 3,100, V. Yamashita, 24th May—Mitsui 19th May Coal.—M. B. K.	
Amiral Duperré, Fr. s.s., 3,144, Mariton, 24th May—Anvers 21st April Gen.—C. R.	
Hellolis, Dut. s.s., 1,012, Lwari, 24th May—Pulo Sambo Keratene oil.—A. P. & Co.	
Bonbon Fr. s.s., 1,200, Ross, 24th May—Singapore 24th May Gen.—Man Fat.	
Arrivon Agor, Br. s.s., 1,091, W. D. A. Thomas, 24th May—Calcutta and Straits 5th May Gen.—D. S. & Co. Ltd.	
Hupoh, Br. s.s., 2,050, Mathias, 24th May—Swatow 23rd May Ballast.—Order.	
Linna, Br. s.s., 1,150, Williams, 24th May—Shanghai 22nd May Gen.—B. & S.	
Chobling Ger. s.s., 1,011, Brub, 24th May—Bangkok 12th May Rice and Wood.—B. & S.	
Vanilla Fr. s.s., 3,313, H. E. Pardon, 24th May—Moff 19th May—Doddwell & Co.	
Gregory Agor, Br. s.s., 1,091, S. H. Balson, 24th May—Moff 19th May Gen.—D. S. & Co. Ltd.	

Shipping.	
Departures.	
Tamam Maru, Jap. s.s., 3,100, V. Yamashita, 24th May—Mitsui 19th May Coal.—M. B. K.	
Amiral Duperré, Fr. s.s., 3,144, Mariton, 24th May—Anvers 21st April Gen.—C. R.	
Hellolis, Dut. s.s., 1,012, Lwari, 24th May—Pulo Sambo Keratene oil.—A. P. & Co.	
Bonbon Fr. s.s., 1,200, Ross, 24th May—Singapore 24th May Gen.—Man Fat.	
Arrivon Agor, Br. s.s., 1,091, W. D. A. Thomas, 24th May—Calcutta and Straits 5th May Gen.—D. S. & Co. Ltd.	
Hupoh, Br. s.s., 2,050, Mathias, 24th May—Swatow 23rd May Ballast.—Order.	
Linna, Br. s.s., 1,150, Williams, 24th May—Shanghai 22nd May Gen.—B. & S.	
Chobling Ger. s.s., 1,011, Brub, 24th May—Bangkok 12th May Rice and Wood.—B. & S.	
Vanilla Fr. s.s., 3,313, H. E. Pardon, 24th May—Moff 19th May—Doddwell & Co.	
Gregory Agor, Br. s.s., 1,091, S. H. Balson, 24th May—Moff 19th May Gen.—D. S. & Co. Ltd.	

VICTORIA IN PORT.

STAMPA.	
Antraet, Ger. s.s., 1,102, Schimpf, 24th May—Daly 17th May Coal.—M. & Co.	
Borneo, Ger. s.s., 1,134, F. Soubill, 19th May—Sandakan 14th May Timber.—M. & Co.	
Changsha, Br. s.s., 1,241, E. Finlayson, 21st May—Australia via Philippines 27th April Gen.—B. & S.	
China, Am. s.s., 5,065, D. E. Friele, 15th May—San Francisco 19th April Mails and Gen.—P. M. S. Co.	
China, Aust. s.s., 3,888, J. Bergoglio, 23rd May—Shanghai 20th Gen.—S. W. & Co.	
Dorwin, Br. s.s., 1,542, J. Jenkins, 18th May—Solemn 14th May Rice.—Man Fat & Co.	
Foo Shing, Br. s.s., 1,413, C. Lishman, 14th May—Bangkok 6th May Rice and Gen.—J. M. & Co.	
Hadis, Nor. s.s., 1,065, Solberg, 18th May—Bangkok 10th May Rice.—Chinese.	
Helmdal, Nor. 702, T. Johnson, 23rd May—Fremantle 1st May Sandal Wood.—Order.	
Halmah, Br. s.s., 604, J. W. Evans, 24th May—Swatow 23rd May Ballast.—Order.	
Hue, Fr. s.s., 742, Paolet, 8th May—Haliphong 15th May Gen.—M. & Co.	
Johanne, Ger. s.s., 952, M. Island, 21st May—Bangkok 15th May Rice.—J. & Co.	
Koong Wah, Ger. s.s., 1,115, J. Köhler, 19th May—Bangkok 11th May Rice and Teak.—Wood.—B. & S.	
Kiohling, Br. s.s., 1,118, Robertson, 21st May—Canton 20th May Gen.—B. & S.	
Korat, Ger. s.s., 2,213, W. Schindl, 7th May—Bangkok 5th May Rice.—Order.	
Kumang, s.s., 2,078, W. G. G. Leask, 19th May—Calcutta 3rd May, Penang 9th and Singapore 13th Gen.—M. & Co.	
Loongang, Br. s.s., 1,092, F. Wheeler, 23rd May—Manila 10th May Gen.—J. M. & Co.	
Manchuria, Am. s.s., 8,750, A. Dixon, 22nd May—San Francisco 20th April Mails and Gen.—P. M. S. Co.	
Merapi, Dutch s.s., 1,197, E. Uldall, 20th May—Koror, Java, Sugar, 1st April.	
Montrose, Br. s.s., 1,085, J. Logg, 21st April—Moff 19th May—Order.	
Paolet, Br. s.s., 1,092, 21st May—Nevachang 10th May and Tientsin 15th Gen.—B. & S.	
Pheunpanh, Br. s.s., 1,065, J. H. Scott, 19th May—Singapore 15th May Rice and Gen.—Wo Fat Sing.	
Ponglong, Ger. s.s., 997, W. Bötter, 16th May—Bangkok 15th May Rice.—B. & S.	
Rubi, Br. s.s., 1,091, A. Fraser, 23rd May—Shing Shun, Chi. s.s., 508, Harbison, 16th May—Saigon 12th May Rice.—Den Tien Kee.	
Saveric, Br. s.s., 4,011, Cowley, 14th May—Manila 1st May Gen.—D. & Co.	
Tjikini Dut. s.s., 2,000, H. Koops, 6th May—Nagasaki 20th April Gen.—J. O. J. L.	
Tsintan, Ger. s.s., 1,002, S. Heyenga, 21st May—Bangkok 13th May Rice and Meal.—B. & S.	
Victoria, Swed. s.s., 980, Thos Eckert, 24th May—Haliphong 19th May and Hoibow 22nd May and Gen.—Walleen & Co.	

STEAMERS EXPECTED.

Visits.		From.		Agents.		Date.	
P. Sigismund	Sydney	M. & Co.	May 29				
Bingo Maru	Yokohama	N. Y. K.	May 29				
Ohio Maru	San Francisco	P. M. Co.	May 31				
Fis Patrick	Tacoma	O. S. K.	May 31				
Yokohama	Yokohama	W. & Co.	June 1				
Tacoma Maru	Tacoma	O. S. K.	June 8				

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.	
Mails from Europe to Siberia:	
Date of Despatch from London.	Date due in Hongkong.
6th & 7th May	27th inst.

VISITORS AT THE HOTELS.

HONGKONG.	
Adams, E. W.	Marlo, R. C.
Adams, P. R.	Mawley, Mrs. G. L. & child.
Austin, F.	McBride, Capt. J.
Apur, Mrs. E. M. A.	McGinnis, Miss M.
and maid	McIntosh, G. C.
Backhouse, J. H.	McNaughton, D. G. M.
Bourry, A. J.	Meacham, J. E.
Brunner, Mr. W. C.	Meacham, John
Champlin, Mrs. J. D.	Moore, H. J.
Clark, M. O.	Monder, A. B.
Goodson, H. L.	Pottinger, W. G.
Cowan, Mrs. W. F.	Potts, E.
Cowley, F. S.	Ray, E. H.
Gurry, G.	Ricketts, W. R.
Dodge, H.	Robinson, P.
Doran, J. H.	Rodger, R. K.
Dunn, Mr. and Mrs. Z.	Solomon, H. H.
Edwards, A. E.	Spalding, R. W. Surgeon
Fisher, H. C.	and Mrs. A. D.
Frederick, Mr. and Mrs.	Salt, J. A.
Freeman, Mrs. T.	Squibb, Miss A.
Ga'l, Mr. D.	Sundheimer, W. A.
Gordon, F.	Taylor, Miss S. L.
Goulbourn, V.	Thompson, Mrs. M. L.
Hall, Capt. T. P.	Thomson, Mrs. F. P.
Hazland, Capt.	Watson, T. C.
Held, A. H.	Westcott, C. F. and child.
Hannah, C. F.	White, D.
Kraft, Mrs. W. D.	White, D. A.
Kraft, Miss	Wood, G. A.
Law H. D.	Wright, T. S.
Lloyd, Mr. G. T.	Young, Capt. H. F.
MacDonald, D.	Yule, Mr. and Mrs. E.
Mandell, B.	
Marker, H. L.	
Marriott, Dr. O.	

GUESTS IN THE HOTELS.

GUESTS IN THE HOTELS.	
Caldwell, Mr. and Mrs. Kydd, Mr. & Mrs. T. W.	Knot, Mrs.
C. A.	Lemke, Mr. and Mrs.
Chichester, S. J.	Loose, Mr. and Mrs.
Claughton, A. A.	Loose, Mr. and Mrs.
Droughy, R. M.	Loose, Mr. and Mrs.
and Mr. A. E.	Loose, Mr. and Mrs.
Grant-Smith, E.	Loose, Mr. and Mrs.
Hancock, Lieut. & Mrs. Sutton, Mr. & Mrs. F.	Loose, Mr. and Mrs.
Jones, Dr. and Mrs. Wilson, G. L.	Loose, Mr. and Mrs.
Evans	Loose, Mr. and Mrs.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	despatch vessel	700	4	1,000	Commander A. Lowndes	Hongkong
Arctura	cruiser, 1st class	4,160	10	7,000	Captain B. B. Kiddie	Hongkong
Bramble	cruiser, 1st class	9,120	14	13,000	Captain F. H. Roberts	Hongkong
Bulwark	river gunboat	710	6	900	Lt.-Comdr B. G. Washington	Shanghai
Bulwark	river gunboat	710	6	900	Lt.-Comdr B. G. Washington	Shanghai
Cadmus	sluop	1,070	6	1,400	Lt.-Comdr H. L. Donovan	Hongkong
Cherub	water tank and tug	320	—	100	Master S. W. Heard	Shanghai
Clio	sluop	1,070	6	1,400	Commander C. T. Barrett	Shanghai
Fama	torpedo boat destroyer	301	5	5,700	Lt.-Comdr Lloyd Thomas	Shanghai
Flora	cruiser, 2nd class	4,160	10	7,000	Captain John Nicholas	Shanghai
Handy	torpedo boat destroyer	271	6	4,000	Lt.-Comdr H. B. Gay, V.C.	Hongkong
Hart	torpedo boat destroyer	271	6	4,000	Lt.-Comdr H. S. Monroe	Hongkong
Janus	torpedo boat destroyer	271	6	4,000	Lt.-Comdr G. O. Heathcote	Hongkong
Kent	cruiser, 1st class	9,120	14	13,000	Captain G. H. Baker	Hongkong
King Alfred	cruiser, 1st class	14,120	18	20,000	Lt.-Comdr T. J. S. Lyne	Hongkong
Kilnash	river gunboat	616	6	1,400	Captain G. O. Leatham	Hongkong
Marila	surveillance	1,070	6	1,400	Captain G. O. Leatham	Hongkong
Minotaur	armoured cruiser 1st class	14,120	18	20,000	Captain G. O. Leatham	Hongkong
Monmouth	cruiser, 1st class	9,120	14	13,000	Captain G. O. Leatham	Hongkong
Moore	river gunboat	180	3	800	Lt.-Comdr G. P. Leith	Yangtze
Nightingale	river gunboat	180	3	800	Lt.-Comdr G. P. Leith	Yangtze
Otter	torpedo boat	350	3	6,300	Commander R. Stevenson	Hongkong
Robin	torpedo boat	350	3	6,300	Lt.-Comdr J. White	West River
Sandwich	torpedo boat	350	3	6,300	Lt.-Comdr E. J. Southby	Yangtze
Serpent	torpedo boat	350	3	6,300	Lt.-Comdr J. M. Barker	Yangtze
Taku	torpedo boat destroyer	350	6	5,300	Comdr W. Barlow	Hongkong
Tamar	torpedo boat	350	3	6,300	Comdr H. Lyon	Hongkong
Talis	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze
Talis	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze
Virago	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze
Waterwitch	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze
Whiting	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze
Widgeon	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze
Woodcock	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze
Woodcock	torpedo boat	350	3	6,300	Lt.-Comdr H. R. Godfrey	Yangtze

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H.P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Alger	2nd class cruiser	4,120	10	5,100	Commander Fournier	Shanghai
Argus	river gunboat	180	3	570	Lt.-Comdr Estienne	Canton
Déclée	gunboat	630	10	900	Lt.-Comdr Faivre	Hongkong
Montcalm	armoured cruiser	1,700	6	1,000	Commander Chéron	Shanghai
Pondard-de-Lagarde	river gunboat	180	4	180	Lt.-Comdr de Maistreville	Yangtze
Tahiti	steam-launch	180	4	180	Lt.-Comdr Puch	Yangtze
Vigilante	river gunboat	180	6	570	Lt.-Comdr Biscuit	Hongkong

Flagship of Rear-Admiral de Catties, Commander-in-Chief.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H.P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Balouetta	Gunboats.	170	—	—	Reserve.	

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,028,818	2.5/- for half year ending 31.12.09 @ ex 1/4 = 5.15.11	44 % \$940 b. and ss. London 297.
National Bank of China, Limited	90,025	7	6	\$4,000 \$4,000	\$30,552	\$2 (London 1/6) for 1908	576 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$854,581 \$102,791 \$181,000	none	\$10 for 1908	6 % 177 1/2
North China Insurance Company, Limited	10,000	15	15	Tls. 22,500 Tls. 125,253 Tls. 140,180 11,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 % Tls. 110
Union Insurance Society of Canton	12,400	\$250	\$100	\$600,000 \$121,248 \$105,749 \$7,198 \$1,000,000	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 % \$835 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,264	\$707,637	\$12 and bonus \$3 for 1907	7 % \$230
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,341 \$1,161	\$418,406	\$6 and bonus \$2 for 1908	7 % \$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,400,000	\$416,218	\$27 for 1908	8 % \$347 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,743 \$230,000 \$100,000	Dr. \$37,717	\$5/- for 1908	\$8 sellers \$33 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$250,000 \$507,500 \$103,543 \$19,100	\$207,766	Final of \$14 for account 1910	8 % 30 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$240,000	\$43,755	6/- for 1907 on Preference shares only @ as 1/6 11/16 = \$3.154	\$72
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	15 15	15 15	\$240,000 \$730,000 \$600,000	192,994	3rd div. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 A dividend of 7 % for year ending 30.11.1910 A bonus of 5 %	5 % 4 % 3 1/2 % \$24 ex div. \$14 ex div.
"Shell" Transport and Trading Company, Limited	3,000,000	1	1	\$71,850 \$62,681	\$1,159		
"Star" Ferry Company, Limited	10,000	\$10	\$5				
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$53,620	Dr. \$2,090	\$10 per share for 1909	5 1/2 % \$177 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100		Dr. \$125,893	\$3 for 1897	\$28 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,022	Tls. 10 for year ending 31.8.09	Tls. 950 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$215,000 \$24,390	\$1,435	Final of 1/6 making 3/- for 1909	9 % Tls. 18 sellers Pa. 10 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10		none	\$4 per share 19th dividend	5 % \$8 sellers
Raub Australian Gold Mining Company, Limited	150,000	1	1	\$4	Dr. none	Final of Gold \$0.65 for 1909 in all G \$1.15	35/-
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	none			\$10
Docks, Wharves & Godowns. Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460		
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$3,693 \$40,000 \$88,441	\$264,847	\$2 1/2 for 1909	4 1/2 % \$59
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$22,000	\$28,765	Interim of \$14 for account 1909	\$59 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,120,000	Tls. 6,265	Interim of Tls. 24 for 1910	6 1/2 % Tls. 78 sales
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 997,257 Tls. 104,000 Tls. 125,000	Tls. 9,222	Final of Tls. 4 for 1909	7 % Tls. 122 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 30.12.09	5 1/2 % Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000	\$24,611	\$1.20 on old and 60 cents on first new issue. \$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 % \$107 1/2 \$103 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$1,277	Interim of 3/- for account 1909	6 1/2 % \$84 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$500,000	\$27,911	45 cents for 1909	6 % \$30 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$25,000	\$5,471	\$2 1/2 for 1909	8 1/2 % Tls. 112
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none		Final of 6 % bonus Tls. 1 for 1909	6 1/2 % \$40 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,225,045	Tls. 63,969	Final of 21.8/- for account 1909	8 1/2 %
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958		
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 250,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	Tls. 40,098 \$24,000	\$9,551	50 cents for year ending 31.7.08	8 % \$6 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,172	Tls. 7 1/2 for year ending 30.9.09	12 % Tls. 62
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	none	Tls. 4,820	Tls. 6 for 1909	7 % Tls. 74
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 5.0	Tls. 11,172	Tls. 11,172	Tls. 25 for 1909	10 % Tls. 250
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,500	\$648	15 % per share for 1908	6 % \$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil	60 cents for 1909	6 % \$11 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,128	60 cents for year ended 23.2.06	2 % \$2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$1,000,000 \$1,000	\$1,891	80 cents for 1909	9 % \$8 1/2 b. 38 1/2 ss.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$1,891	\$1.20 for year ending 31.7.09	6 1/2 % \$19 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$3,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10 % \$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$670	80 cents for year ending 31.12.08	6 1/2 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 % \$20 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7,616	Final of \$8 for 1909	6 % \$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$40,000	\$9,175	Final of \$1 making in all \$2 for 1910	9 % \$2 1/2 sellers
Maatschappij tot Exploitatie van Landbouw- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 62,924	Tls. 316,682	4th interim of Tls. 12 1/2 for 1909	5 % \$15 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.1.10	5 1/2 % \$1.60 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	5 % \$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	none		Final Tls. 5 making Tls. 8 for 1908	2 % Tls. 240 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 5,250	None	8 % \$25 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	40 cents for year ending 31.5.09	8 % \$5 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$11,956	none	60 cents for year ending 31.12.09	8 % \$9 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$40,000	\$342	60 cents per ord. share for year ending 31.5.09	5 % \$14 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$300,000 \$25,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$6 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	5 % \$3 sellers
William Powell, Limited	15,000	\$7	\$7	none		First year	
Societe des Papiers et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Halphen Curley	25	none	none		

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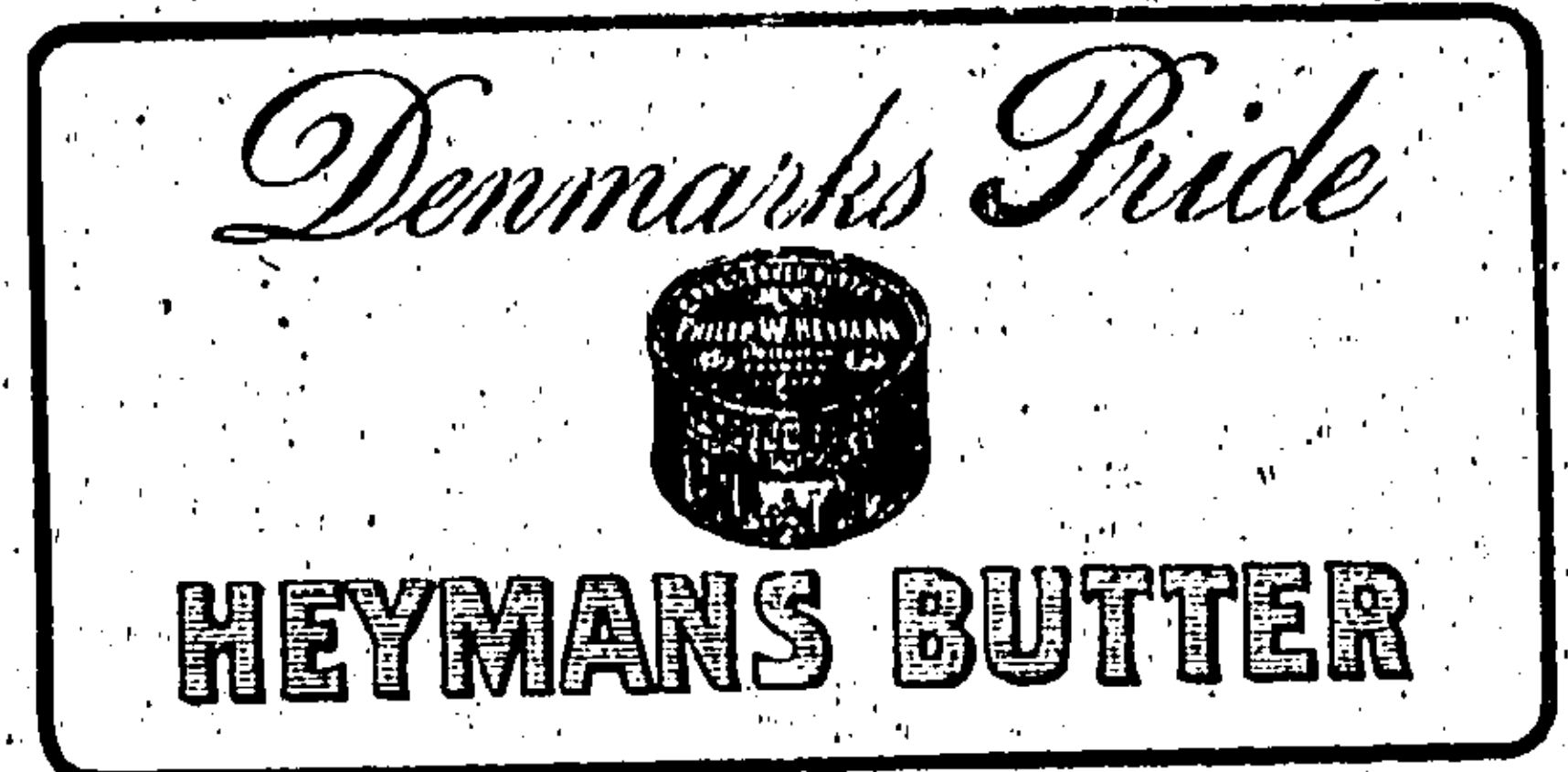
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